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Letter dated 19 September 2014 from the Permanent Representative of the Russian Federation to the United Nations addressed to the President of the Security Council

I have the honour to write to you in your capacity as President of the Security Council for the month of September 2014 and attach hereto a list of questions prepared by Russian experts with regard to the investigation of the downing of Malaysia Airlines flight MH17 on 17 July 2014 in Donetsk oblast, Ukraine (see annex).

I should be grateful if you would circulate the present letter and its annex as a document of the Security Council.

(*Signed*) Vitaly **Churkin**

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Annex to the letter dated 19 September 2014 from the Permanent Representative of the Russian Federation to the United Nations addressed to the President of the Security Council

[Original: Russian]

Issues that should be examined during further investigation of the crash of the Malaysia Airlines Boeing 777 aircraft

Activities that should be carried out as a first priority

1. Lay out the pieces of the aircraft structure and analyse the damage to the pieces and possible causes of that damage; this is a customary and mandatory part of the investigation.

2. Search for projectiles at the crash site, in such items as aircraft parts and seat upholstery.

3. Conduct post-mortem examinations of the deceased passengers and crew members, including for the purpose of detecting any projectiles and other foreign objects or substances.

4. Examine data from Ukrainian ground radar, including data from military radar and primary radar data, indicating the movement of the aircraft from the time it entered Ukrainian airspace.

5. Examine communications between the flight crew captured by on-board microphones.

6. Examine radio and telephone communications between air traffic controllers at the Dnepropetrovsk Air Traffic Control Centre and the following:

- Military authorities or Ukrainian Air Defence forces
- The crews of flights SIA-351 (Singapore) and AIC-113 (India)
- Other internal communications among the air traffic controllers

7. Obtain and analyse information about flights of military aircraft in the area of the armed conflict in eastern Ukraine and the crash site.

8. Obtain, analyse and verify information from Ukrainian authorities concerning missile launches scheduled and conducted (both for training purposes, including simulated launches, and for military purposes), including the deployment sites of the forces and materiel involved.

9. Obtain and analyse information on the actual presence and firing of surface-to-air guided missiles and all air defence systems held by the Ukrainian Armed Forces.

10. Obtain and analyse data from other countries involved in the investigation concerning the radar situation in the region (for example, data from United States satellites, the North Atlantic Treaty Organization airborne warning and control system, and surveillance equipment operated by the Russian Federation).

In addition, the information listed below should be examined

With respect to analysis of the situation in the air

11. Recordings of the communications between Ukrainian air traffic authorities and flight crews and between those authorities and adjacent air traffic control centres.

12. Communications between pilots of military aircraft and military authorities and among the pilots themselves in the area of the armed conflict and the crash site.

13. The daily flight plan for Ukrainian military aviation for 17 July 2014.

14. Objective monitoring data on military aircraft located in the area.

15. Information about instructions received by Ukrainian air traffic control authorities from the aviation administration of Ukraine concerning restrictions on the use of the airspace (issuance of Notices to Airmen) in the Donetsk and Lugansk regions, and the related procedures for interaction with aircraft crews and the Ukrainian Air Defence Force.

16. Evidence from aircraft crews flying in the same area on the day of the crash concerning possible interference with the on-board and ground-based navigation equipment.

With respect to the radar situation

17. Information about the number of Ukrainian ground radar units and their functional status.

18. Information about monitoring by the Ukrainian Air Defence Force of the use of the airspace in the area, if such monitoring was carried out, including communications between Air Defence units.

19. Information about the radar tracking of aircraft on 17 July 2014 in the area of the crash and the locations of relevant Ukrainian Armed Forces units.

20. Analysis of data provided earlier by the Ministry of Defence of the Russian Federation concerning radar centres activated around the time when the crash occurred.

With respect to flight and aircraft preparations

21. Information about the flight crew's preparations for the flight (including whether the crew was informed of current Notices to Airmen, the level at which the aircraft was to fly and the reasons for any changes to the flight plan). In addition, the flight planning by Malaysian Airlines should be examined, including statistical data about previous flights along the flight path followed by flight MH17.

22. Data about the meteorological conditions in the area of the crash, including with respect to their possible influence on changes to the altitude and route of the downed Boeing.

23. Information about any previous refusals of authorization or items missing or inoperative under the minimum equipment list, particularly in terms of navigational equipment.

24. Information about aviation security procedures carried out before and during the flight (screening of passengers, luggage and cargo, and presence of hazardous or prohibited items in cargo).

With respect to examination of the in-flight recorders

25. The data from the digital flight data recorder and the cockpit voice recorder must be analysed, with particular emphasis on the functioning of the navigational equipment and the trajectory parameters.